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SOURCE Soviet newspapers as indicated. (Information requested.)

RAIL TRANSPORTATION PROGRESS IN 1949

RAILROAD EXPERIMENT SUCCESSFULLY WITH RADIO -- Leningradskaya Pravda, No 36, 13 Feb 49

Radio communications between locomotive engineers and dispatchers have proved successful for use in forming trains on the Leningrad line. Eleven locomotives and the Novyy Port and Leningrad-Baltiyskaya stations of the Leningrad-Vitbsk line were equipped with two-way radio sets.

GEORGIAN DEPOT INTRODUCES COST ACCOUNTING -- Zarya Vostoka, No 5, 8 Jan 49

Locomotives of the Tbilisi depot have been switched to a cost accounting system, and many of them have achieved record runs.

TRANSCAUCASUS RAILROAD REPORTS PROGRESS -- Zarya Vostoka, No 43, 5 Mar 49

In a letter to Stalin on 1 March 1949, the workers of the Transcaucasus Railroad System reported that freight turnover for 1948 totaled 127 percent of the 1947 figure, and that daily loadings increased 19.3 percent for the same period. The plan for petroleum loading was fulfilled 197.8 percent, for ore loading 102 percent, for forest products 101.6 percent, for grain 103.5 percent, and for flour 119 percent. The plan for car loadings was fulfilled 105.4 percent, an increase of 16.8 percent over 1947. Skillful operation of locomotives achieved a saving of 7,933 tons of fuel oil and 6 million kilowatt-hours of electric power. The plan for medium repairs and overhauling was fulfilled 120.5 percent, and the average run between overhauls increased 12 percent.

A meeting of the system's directors in early March brought to light several serious shortcomings of the system. It failed to complete the plan for the transport of coal, ferrous metals, and building materials. Not one line of the

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system was able to achieve the quota for car turnover, and in general, the exploitation of rolling stock was inefficient. Failure to safeguard freight and to fulfill the plan for passenger traffic cost the system more than 20 million rubles.

LENINGRAD RAILROAD FULFILLS FEBRUARY PLAN -- Leningradskaya Pravda, No 52, 4 Mar 49

The Leningrad Railroad System fulfilled the February plan for freight loading 113 percent, and for unloading 106 percent. Hundreds of freight cars above plan were loaded with timber, ferrous metals, wood, and products of Leningrad enterprises. The turnover of railroad cars has been speeded up. During a 2-month period, locomotives hauling heavy freight transported more than 170,000 tons of freight above plan.

OMSK, TOMSK RAILROADS OUTLINE PLANS -- Sovetskaya Sibir', No 24, 5 Feb 49

Stakhanovite workers and officials of the Omsk and Tomsk Railroad Systems recently concluded the new agreement on 1949 competitions in a meeting at Chulym Station. The meeting also discussed results of 1948 operations on both railroad systems.

The Tomsk Railroad System achieved a considerable increase in freight hauling in 1948 over 1947. The 1948 loading plan was fulfilled 100.3 percent, an increase of 8.7 percent loading volume over 1947. The unloading plan was fulfilled 104.6 percent, an increase of 11.6 percent over 1947. Railroad car turnover was accelerated 3.9 percent over 1947, and the average speed, excluding stops (tekhnicheskaya skorost'), was increased 3.8 percent. The Omsk Railroad System exceeded the 1948 loading and unloading plans, and for the most part maintained uninterrupted transport of the increasing volume of freight.

Omsk railroad workers have pledged to fulfill the 1949 loading plan 105 percent and achieve the 1950 level of transport in the third quarter of 1949. Tomsk workers have pledged to attain the 1950 level of transport by 1 July 1949. The Tomsk railroad workers, officials, Party organizations, and political divisions must increase their efforts to strengthen discipline and to observe the correct methods of operation. Improvement in the operation of the Tomsk traffic service (chief, Il'in), which has been at a low level, is of primary importance. Il'in and Flayshman, chief engineer of the service, have not been successful in eliminating disorganization and delays in forming and dispatching trains in a number of large terminals, the unprofitable use of locomotives, and the inefficient operation of sections and stations on the system. The track service (chief, Bliznyuk) is also unsatisfactory. Poor administration has been the chief reason for failure of snow-removal methods in the southern sector of the system and for delay in the movement of trains.

There are several deficiencies in the operation of the Omsk Railroad System, particularly in the Barabinsk Section, which has not been maintaining the schedule for car turnover.

KIRGIZ LOCOMOTIVE DEPOT EXCEEDS PLAN -- Sovetskaya Kirgiziya, No 32, 15 Feb 49

Locomotive men of Pishpek depot repaired eight locomotives above the January plan. Six of these went to the Kant-Rybach'ye Railroad.

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SECRET**COAL LOADING AT BUKACHACHA STATION -- Zabaykal'skiy Rabochiy, No 15, 22 Jan 49**

Workers at the Bukachacha Railroad Station and at the Transport Division of the Bukachacha Mine Administration have made new pledges to increase the volume of coal loading. Miners and railroad workers have pledged to fulfill the daily loading plan 125 percent, to carry out no less than 45 percent of the day's task in the first half of the day, to reduce idle time of each railroad car by 2 hours, and to appeal to workers at Chernovskaya and Kadala stations to enter the competition. (By Shul'ga, chief of the Bukachacha Station, Gladkikh, chief of the Transport Division of the Bukachacha Mine Administration, and Ostapin, chairman of the Local Committee at the Bukachacha Station)

TRANSBAYKAL RAILROAD LAGS IN 1948 -- Zabaykal'skiy Rabochiy, No 22, 2 Feb 49

The Transbaykal Railroad System did not fulfill the 1948 plan for loading, although it exceeded the plan for freight hauling by 19 percent. The Chita Section of the system had particularly poor results in its 1948 operations. Railroad car turnover was slowed down considerably, the schedule for speed per sector was not maintained, and movement of trains according to schedule was only 60 percent of that scheduled. Work of the section in January continued to be unsatisfactory. Only 29 percent of the trains operated on schedule in January and the plan for coal loading was continually disrupted. Such conditions indicate that the Chita Section is not successful in overcoming winter operating difficulties and that the section management has been inefficient in organizing operations. A recent conference of Party workers in the section considered these problems, and concluded that one of the main difficulties is that many primary Party organizations have not been carrying out mass political work among the section's workers.

The conference found that many other enterprises in the section have been lagging, including Chita Station No 1, the Karymskaya and Chita Railroad Car Sectors, and others. None of the shifts in the Chita, Mogzon, and Karymskiy terminals have been operating on schedule and the plans for forming trains are continually disrupted. Ladygin, chief of the Chita Station No 1, was criticized for having failed to introduce improvement measures for the station's operation. The Karymskaya Terminal for a long time has been a real barrier to the rapid movement of trains. The terminal had a 26-percent turnover in man power, including highly skilled workers, in 1948. Party organizations at all terminals in the Chita Section were criticized for failing to improve the operation of their enterprises and for failing to exert control over the economic activity of these enterprises.

The Chita Locomotive Depot was criticized for failing to observe the ~~significance of order~~ No 500 of the Ministry of Transportation which decreed bonus wages for engineers of heavily loaded trains. The depot continually sends out under-loaded trains.

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